

From: Gregory Orehowsky
To: victor.a.schneider@cummins.com
Cc: jeff.w.lewis@cummins.com; rich.s.wagner@cummins.com
Subject: Re: 23rd discussion topics
Date: 02/23/2010 11:32 AM

Victor:

No initial inducement at 2.5% DEF level (for example), or for tampering or incorrect reducing agent will be a problem for the cab chassis.

Greg Orehowsky
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Office of Transportation and Air Quality
Phone: 202-343-9292
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▼ victor.a.schneider---02/22/2010 03:28:12 PM---Greg, we'd like to discuss the following with you tomorrow. Please dial-in to

Ex. 6 PP / Ex. 7(C)

From: victor.a.schneider@cummins.com
To: Gregory Orehowsky/DC/USEPA/US@EPA
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~~Chrysler Cab-Chassis AECDS.~~

Chrysler Cab-Chassis DFs:

Outstanding certifications:

- ACEXH0540LAR (ISL UBUS) - needed ASAP
- ACEXH0408BAN (ISB hybrid UBUS) - needed by 3/8/10
- ACEXH0408BAK (Chrysler Cab-Chassis < 14,000) - needed by 3/8/10
- ACEXH0408BAL (Chrysler Cab-Chassis > 14,000) - needed by 3/8/10
- ACEXH0912XAR (X3) - needed by 3/22/10 [attachment "MY2010

Chrysler Chassis Cab SCR and AECD Summary_22Feb10.ppt" deleted by Gregory Orehowsky/DC/USEPA/US] [attachment "ISB Chassis Cab DF plan & results 08FEB10.ppt" deleted by Gregory Orehowsky/DC/USEPA/US]